





## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## OLIVERS MINES.

TO THE EDITOR OF THE "DAILY MAIL."

DEAR SIR.—We hope not to have occasion to again claim your indulgence and that of your readers, but the letter from Messrs. J. D. Humphreys and Son in your last issue almost makes it incumbent upon us to again ask you to give us space for a rejoinder. Messrs. J. D. Humphreys and Son lay stress on the private nature of the circular and the fact that the original telegrams had been broken on the 10th inst., but as the telegram contained therein, which is the bone of contention between us, appeared in the *China Mail* of the 9th inst., or before the circular was in the hands of the shareholders, we contend that it could not be looked upon as of a private nature. In regard to Messrs. J. D. Humphreys having told a member of our firm that they did not read the telegram, we are sorry to say that the transfer had not been made, we freely admit that this was done, and whilst admitting that they did so inform a member of our firm, and regretting that the writer of the circular was not told of the fact before publishing the circular, we submit (as) that there were no possible two ways of reading the telegram as published by the managers and that the statement in our circular was correct. In the 12th inst. the shareholders in their intimations were very insufficient for such an important matter and that if the management had discovered the telegram was open to another construction it should have been either definitely stated in the public press or privately circulated amongst shareholders. We must again apologise for troubling you in this matter and trust you will favour us by publishing this our last letter on the subject—Yours faithfully,

CHATER AND VERNON.

Hongkong, 22nd June, 1886.

CHEFOU.

13th June.

The land war in Chefoo is still proceeding merrily, and the Chinese officials are getting more and more obstinate, or, perhaps, less so, as the days go by. The Foreigners' foreign question, it is true, is quiescent for the time, no fresh steps having been taken on either side, so far as is generally known, but the authorities of the Hospital Général are carrying on a vigorous dispute with the Taotai. The General Hospital is being considerably enlarged, its capacity last summer having proved inadequate to requirements, and quarters for foreign patients are being erected together with a hospital and a waiting room, etc., etc. The foreigners in front of the hospital, all of which down to "high-water level," belongs to the hospital, is being enclosed, as it has long been highly desirable to do. This piece of waste ground has for years been used by the poorer Chinese for the deposit of offal and ordure of every description; a filthy drain from the native town opened on to it, and the drainage standard of present high-water, i.e., the community prepared the same "encroachment" as that which is now being carried out by the hospital.

At the time the above-mentioned drain having been filled in, has lowered the plot of land in question, and enclosed it with substantial walls, the one on the sea-front containing the line of that which bounds the Taotai's property, now his no longer, as it has been bought by a Chefoo resident. Had this boundary wall been erected further back, that surgical skill had at last secured and spared the Consul's life for some years yet. Mr. Ensle maintained his usual cheerfulness and buoyant spirits, and his restoration to health was confidently expected by his friends.

Mr. Ensle had been suffering from an abscess on the liver. He had undergone three operations, and was recovering well, but a second surgical skill had at last secured and spared the Consul's life for some years yet. Mr. Ensle maintained his usual cheerfulness and buoyant spirits, and his restoration to health was confidently expected by his friends. We learn, however, that yesterday morning Mr. Ensle broke a blood vessel while coughing, and this hastened the end, which occurred at No. 9 at 11 o'clock last night. He had been appointed Agent to the Consul, and was engaged in translating the Chinese, it would have been a large recess, when he had been appointed Agent to the Consul, and had been engaged, probably in an exaggerated form, as his arms would have been considerably contracted, and in this case the public-spirited inflections of the French Fathers to lay out a large portion of their enclosure as a place of public resort with a band, kiosques, seats, trees, etc., etc., would have been rendered nugatory. However, the question is being vigorously discussed between the French Fathers, aided by the Foreign Consul, and the Chinese officials, and the former have every how of gaining the day. They have had some difficulty in getting stone and other building materials, owing to the attitude of the Chinese, but this difficulty has now been overcome.

A similar difficulty has been experienced by the Chinese Inland Mission authorities, whose school buildings at the other end of the Island have been proposed as a place of public resort with a band, kiosques, seats, trees, etc., etc., and the Chinese officials have every how of gaining the day. They have had some difficulty in getting stone and other building materials, owing to the attitude of the Chinese, but this difficulty has now been overcome.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. For Further Particulars, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 16th March, 1886. [723]

## THE GERMANS' SCORE.

We have no hesitation in saying that our German friends have scored very heavily over the Chinese in the latest war at Nanking, where a German drill instructor was all but instrumental to the don't-nail-his-care-to-the-world school of the highest. *China Mail*. And we only had the captain of the *Prinz Wilhelm* and *Hertha* break the foreign-hating old Viceroy Liu Kun-yih severely to task, but they have, by comparison, also scored a victory over more reputable diplomatic rivals. They have certainly shown that the *forte* in *re* style of argument is eminently better fitted for application to Chinese statesmen than the *sofort* in *ad* fashion so long and so well known to the British Admirals.

The fall of the Chinese statesman is a covering of *sofort* when held out by Europeans to Chinese officials who in all conscience can sufficiently expose, but even so late as last year, when the Kuei-ling massacre and the Soochow outrages were horrifying the world, the British Admiral on this station permitted himself to be rebuffed and "bluffed" by the *Admiral* of China, and the *sofort* of the *Admiral* was dismissed. Owing, it will be remembered, out of seeing the *Admiral* on the ground of illness, an open fault that is did not even take the trouble to disguise, as he was going about at the same time amongst the German officers and other officials. We pointed out at the time the great mistake of the British Admiral in accepting such flimsy excuses, but the next British Admiral determined to conduct all his operations by the *sofort* method, and the *Admiral* had to come up without seeing the Viceroy, who thereby scored a great victory over the "foreign devil" in the eyes of the Chinese. Very different was the treatment accorded the other day to the German captain of the *Prinz Wilhelm* and *Hertha* when they went up to Nanking to obtain refreshments for the outbreak on the German gunboat *Prinz Wilhelm* to the *Admiral* of China, who, however, had to come up without seeing the Viceroy, who thereby scored a great victory over the "foreign devil" in the eyes of the Chinese. 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## NOTICE TO CONSIGNEES

"SHIRE" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

THE Steamship

"MONMOUTHSHIRE",  
FROM ANTWERP, LONDON, AND  
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the custody of the Godowns and Wharf and Godown Company at Kowloon whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 22nd inst will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters before the 22nd inst, and will not be recognized.

All broken, stained, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARILLI & CO.,  
Agents.

Hongkong, 16th June, 1896. [187]

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA",  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE, AMOY, HONGKONG,  
SINGAPORE, JAVA.

From Hongkong.

S.S. GERMANY ... To JAVA June.  
S.S. FEDERATION ... To JAVA July.  
S.S. CASSIUS ... To JAVA August.

S.S. CASSIUS ... To JAPAN June.

S.S. GERMANY ... To JAPAN July.

S.S. FEDERATION ... To JAPAN August.

General Agents for China and Japan.

LAUTS, WEGENER & CO.,  
Agents.

Hongkong, 22nd June, 1896. [144]

COMPAGNIE DES MESSAGERIES  
MARITIMES PAQUEBOATS POSTE FRANCAIS.

## NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, BOMBAY, ALEX-  
ANDRI, MARSAILLES, MEDITER-  
RANEAN AND BLACK SEA  
PORTS.LONDON, HAVRE, BORDEAUX,  
PORTS OF BRAZIL AND RIVER PLATE.ON WEDNESDAY, the 24th June, at  
Noon, the Company's Steamship  
"CALDENIEN", Captain L. Blane with  
Mails, Passengers, Specie, and Cargo, will leave  
this Port for MARSAILLES via BOMBAY.This Steamship comes from LONDON with  
the exception of "POLYNESIA", which  
vessel sales on her Passengers and Mails, leaving  
that port on the 6th July direct to Suez, Port Said, and Marseilles.Cargo and Specie will be registered for London  
as well as for Marseilles, and accepted in  
trust through Marseilles for the principal  
ports of Europe.

Shipping Orders will be granted till Noon.

Cargo will be accepted on board until 4 P.M.

Cargo and Passels until 3 P.M. on the 23rd June.

(Parcels are not to be sent on board; they  
must be left at the Agency's Office). Contents  
and Value of Packaged are required.For further Particulars, apply at the  
Agency's Office.G. DE CHAMPEAUX,  
Agent.

Hongkong, 13th June, 1896. [12]

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES.MEXICO, CENTRAL AND SOUTH  
AMERICA, AND EUROPE, VIA THE  
OVERLAND RAILWAYS AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.VIA INLAND SEA OF JAPAN AND  
HONOLULU.PROPOSED SAILINGS FROM HONGKONG  
SUBJECT TO ALTERATION.

EMPEROR OF INDIA ... Comdr. H. Pybus, R.N.E. ... WEDNESDAY, 1st July, 1896

EMPEROR OF JAPAN ... Comdr. G. A. Lee, R.N.E. ... WEDNESDAY, 2nd July, 1896

EMPEROR OF CHINA ... Comdr. R. Archibald, R.N.E. ... WEDNESDAY, 12th Aug., 1896

THE magnificient Steamships of the Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Batavia and Tengku. Sailing 1st July, 1896, 9 months, 2100 days, making close connection at Vancouver with the PALATINE TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving the daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC, via VANCOUVER, CHICAGO, close connection is made at Montreal, Quebec, Halifax, New York, and Boston with all Trans-Atlantic Lines, which provide to Great Britain and the Continent are given choice of.

The Line is speeded through all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan, Government.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Batavia and Tengku. Sailing 1st July, 1896, 9 months, 2100 days, making close connection at Vancouver with the PALATINE TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving the daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC, via VANCOUVER, CHICAGO, close connection is made at Montreal, Quebec, Halifax, New York, and Boston with all Trans-Atlantic Lines, which provide to Great Britain and the Continent are given choice of.

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